

Listing of the claims:

1 - 3. (Canceled).

4. (Currently amended) The inverter buffer structure of claim 3, wherein An inverter buffer structure for a vehicle, comprising:

an inverter disposed in a compartment of the vehicle;
a radiator core support that constitutes a frame portion of the vehicle; and
a buffer member that is disposed directly adjacent to the inverter and is disposed directly adjacent to the radiator core support, such that the buffer member is disposed between the inverter and the radiator core support, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision, wherein the buffer member is supported by a bracket provided on the inverter itself, and the bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket.

5. (Currently amended) The inverter buffer structure of claim 3 wherein An inverter buffer structure for a vehicle, comprising:

an inverter disposed in a compartment of the vehicle;
a radiator core support that constitutes a frame portion of the vehicle; and
a buffer member that is disposed directly adjacent to the inverter and is disposed directly adjacent to the radiator core support, such that the buffer member is disposed between the inverter and the radiator core support, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision, wherein the buffer member is supported by a bracket provided on the inverter itself, and a restraining means is provided to restrain a lower surface of the buffer member in the front-to-rear direction of the vehicle, the restraining means having lower rigidity than the bracket such that the restraining means deforms more readily than the bracket during the collision.

6. (Currently amended) ~~The inverter buffer structure of claim 3, wherein An inverter buffer structure for a vehicle, comprising:~~
~~an inverter disposed in a compartment of the vehicle;~~
~~a radiator core support that constitutes a frame portion of the vehicle; and~~
~~a buffer member that is disposed directly adjacent to the inverter and is disposed directly adjacent to the radiator core support, such that the buffer member is disposed between the inverter and the radiator core support, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision, wherein the buffer member is supported by a bracket provided on the inverter itself, and an open space is provided between the buffer member and the inverter to allow movement of the buffer member with respect to the inverter in the front-to-rear direction of the vehicle during the collision.~~

7. (Previously amended) The inverter buffer structure of claim 6, wherein a restraining means is provided to restrain a lower surface of the buffer member in a front-to-rear direction of the vehicle, the restraining means having lower rigidity than the bracket such that the restraining means deforms more readily than the bracket during the collision.

8. (Previously amended) The inverter buffer structure of claim 7, wherein the bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket such that the buffer member extends downwardly from the bracket.

9 - 13. (Canceled).

14. (Currently amended) ~~The method of claim 13, wherein disposing the buffer member between the inverter and the radiator core support comprises A method of protecting an inverter of a vehicle, comprising:~~

~~disposing a buffer member directly adjacent to the inverter and a radiator core support that constitutes a frame portion of the vehicle by connecting the buffer member to the inverter using a bracket such that the buffer member is disposed between the inverter and the radiator core support, and restraining a lower portion of the buffer member in a front-to-rear direction of the~~

vehicle using a structure having lower rigidity than the bracket such that the structure deforms more readily than the bracket during the collision, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision.

15. (Currently amended) ~~The method of claim 13, wherein connecting the buffer member to the inverter using the bracket comprises~~ A method of protecting an inverter of a vehicle, comprising:

disposing a buffer member directly adjacent to the inverter and a radiator core support that constitutes a frame portion of the vehicle by connecting the buffer member to the inverter using a bracket such that the buffer member is disposed between the inverter and the radiator core support and positioning the bracket higher than the upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket, wherein deflection of the radiator core support in a front-to-rear direction of the vehicle during a head-on collision of the vehicle causes engagement of the buffer member with the radiator core support and the inverter such that the buffer member reduces the amount of an incoming force that is applied to the inverter during the collision.

16 - 17. (Canceled).

18. (Previously presented) The inverter buffer structure of claim 6, wherein the bracket is positioned higher than an upper surface of the radiator core support such that the radiator core support does not engage the bracket during the collision, and an upper end of the buffer member is connected to the bracket, such that the buffer member extends downwardly from the bracket.